COUNTRY	CLASSIFICATION_SECURIT	ς,
	Soviet forc of Jornany REPORT NO.	—
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EVALUATION_		25X
	PLACE OBTAINED TENT2_August_1950	25/
DATE OBTAINE	DATE PREPARED15_September 1950	
REFERENCES.		25X
PAGES1	ENCLOSURES (No. & TYPE)	
REMARKS	RETURN TO CI	1
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1.	No aircraft were seen at the Jueterbog-Altes Lager (N 52/E 69) airfield on 9 August 1950. *	
2.	Three air force officers, each about 30 years of age, were standing at the extrance to the field. Wach wore a golden clasp on the right breast, two or three stars on the epaulets, and a decoration on the right lapel.	يودي
. ز -	Telephone and electric light poles still stood along the sides of the new runway which was not yet serviceable. Work on the taxiway leading from the eastern end of the runway to the flight control station seemed to have been completed. Only a few runway to the	
	been completed. Only a few men were still working there. Most of the laborers were employed on grading and expansion work on the landing field south of the runway, and on the western end of the runway, from where a taxiway was apparently being built to the flight control station. ***	3
#E	laborers were employed on grading and expansion work on the landing field south of the runway, and on the western end of the runway, from where a taxiway was apparently being built to the flight control station. *** Comment. There is no information that the air- omment. The golden clasp is worn by flying personnel. The other insigne is not known. See annex for sketch of air force clasp and decree	25X
· · · · · · · · · · · · · · · · · · ·	laborers were employed on grading and expansion work on the landing field south of the runway, and on the western end of the runway, from where a taxiway was apparently being built to the flight control station. *** Comment. There is no information that the air- maintenance is not known. See annex for sketch of air force clasp and decoration. The completion of the runway and work on the taxivery was	25X
· -	laborers were employed on grading and expansion work on the landing field south of the runway, and on the western end of the runway, from where a taxiway was apparently being built to the flight control station. *** Comment. There is no information that the air- maintain the golden clasp is worn by flying personnel. The other insigne is not known. See annex for sketch of air force clasp and decoration.	25X
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· -	laborers were employed on grading and expansion work on the landing field south of the runway, and on the western end of the runway, from where a taxiway was apparently being built to the flight control station. *** Comment. There is no information that the air- lass been occupied by an air unit. omment. The golden clasp is worn by flying personnel. The other insigne is not known. See annex for sketch of air force clasp and decoration. omment. The completion of the runway and work on the taxiways was previously reported on 17 and 18 July 1950. The expansion of the landing field to the south was previously reported. The size of the new strip is not known.	25X 25X
- [laborers were employed on grading and expansion work on the landing field south of the runway, and on the western end of the runway, from where a taxiway was apparently being built to the flight control station. *** Comment. There is no information that the air— The das been occupied by an air unit. Omment. The golden clasp is worn by flying personnel. The other insigne is not known. See annex for sketch of air force clasp and decoration. The completion of the runway and work on the taxiways was previously reported on 17 and 18 July 1950. The expansion of the landing field to the south was previously reported. The expansion of the landing field to The size of the new strip is not known. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 18 October 1978 from the Director of Central intelligence to the Archivist of the United States.	25X 25X